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DISPATCHING, WINTERIZING LAG ON RAILROADS

SYSTEMS BEHIND IN DELIVERIES -- Moscow, Gudok, 20 Aug 50

During the first 15 days of August, the Krasnoyarsk and East Siberian railroad systems were 2,000 carloads of timber behind in deliveries to construction projects in Kazakhstan, Kirgizia, Turkmenistan, and Tadzhikistan. Timber shipments are lagging on the North Caucasus, Northern, and Pechora systems. During 15 days of August, the Yaroslavl' System lagged by about 900 cars with the shipment of construction materials.

The plan for hauling grain is being exceeded considerably on the USSR railroad network as a whole, but on some systems, such as the Kazan' and the Turkistan-Siberia systems, the plan is not being fully met.

Dispatching of petroleum products is exceptionally poor on the Kuybyshev Railroad System, and the Perm' and Vinnitsa systems are not meeting the assignments for dispatching mineral fertilizers.

INTERSYSTEM CAR DELIVERY SLOW -- Moscow, Gudok, 10 Sep 50

During the first 5 days of September, the delivery of cars from one railroad system to another on the USSR network was 30,000 cars fewer than the assignment. The daily delinquency of the Ural-Siberia Okrug was 2,280 cars, that of the Far Eastern Okrug was 1,340 cars, and that of the Volga Okrug, 1,200 cars.

The Tomsk, Ufa, and Krasnoyarsk systems are the worst offenders. One third of the lagging of the entire network is due to these three systems.

CARS NOT FULLY LOADED -- Moscow, Gudok, 20 Sep 50

Better and fuller utilization of the carrying capacity of rolling stock is an important source for the further increase in freight carrying. An increase in the average carload by 0.5 ton would be equivalent in effectiveness to an acceleration of freight-car turnaround time by 4 hours.

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However, on the railroad network as a whole, cars are not being loaded up to the established weight norms; as a result, an extra 630 cars are used every day on the railroad systems of the Volga Railroad Okrug alone.

The carrying capacity of cars carrying seasonal freight, such as beets, vegetables, cotton, and several types of grain, is poorly utilized. Most often flat cars are not fully loaded.

TURNAROUND TIME NEEDS PUSHING -- Moscow, Gudok, 24 Sep 50

In recent months, freight-car turnaround time has been faster than provided for by the quarter assignment, but to fulfill the year norm it is necessary to eliminate the lagging permitted in the first quarter and at least meet the level provided for by the technical plan. However, many railroad okrugs and systems are not meeting the norm of the technical plan. In August, turnaround time was 0.7 hour greater than in July. In the third quarter, turnaround time has increased most of all on the systems of the Caucasus, Central Asia, and Far Eastern railroad okrugs.

KARAGANDA SYSTEM MOVES GRAIN -- Alma-Ata, Kazakhstanskaya Pravda, 13 Sep 50

In August and the first 10 days of September, the Karaganda Railroad System exceeded the plan for loading grain. However, on the divisions and in the stations there is much room for improvement, such as reduction of car layovers in loading operations and acceleration of car repair. Unfortunately, cars put into reserve are not kept in good condition. There are cases where sheathing and journal packing are removed from the cars, thus necessitating their return for repeated repair.

SOUTHERN SYSTEM PILES GRAIN IN OPEN -- Moscow Gudok, 23 Aug 50

In many stations of the Southern Railroad System, grain procurement workers have recently been forced to store grain in piles in the open. About 16,000 tons of wheat and rye are already lying out in the open. There is no real shortage of empty cars on the system, but rather a lack of intrasystem regulation of the delivery of empty cars to grain-loading divisions.

VOLGA OKRUG NOT READY FOR WINTER -- Moscow, Gudok, 17 Sep 50

Recently, the collegium of the Ministry of Transportation reviewed the progress made in winter preparations by the Volga Okrug railroad systems. Lessons of previous winters, when there have been serious interruptions in operations because of insufficient winter preparations, are not being heeded in all quarters, as evidenced by the poor state of operational work; the indexes of freight-car turnaround time and locomotive turnaround time are not being met, nor is the schedule for train traffic being strictly observed.

Preparations of facilities for winter are lagging. As of 1 September, only 58.8 percent of the plan for capital investments had been completed. Also, the plan for repair of boxcars is not being fulfilled, and many railroad-car depots, automatic control points, and technical inspection points are not ready for winter.

Only 57.3 percent of the plan for capital repair of track has been completed, and some sectors still have speed restrictions. Preparation of snow-fighting facilities is lagging especially seriously.

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On the railroad systems of the okrug, about 500 locomotive engineers, 1,400 locomotive engineers' helpers, 1,800 firemen, and more than 1,000 conductors will be working during the winter for the first time.

RR CAR WINTER DIFFICULTIES LISTED -- Moscow Gudok, 29 Sep 50

A study of the difficulties encountered last winter on the USSR railroads shows that in regard to railroad cars there are three weak links: with the onset of cold weather the number of train delays increased first of all because of defects in automatic brakes, secondly, because of hot boxes, and thirdly, because of the self-uncoupling of automatic couplings.

MOSCOW-KIEV SYSTEM LOSES MILLIONS -- Moscow, Gudok, 20 Sep 50

During the first half of 1950, the Moscow-Kiev Railroad System failed to meet the plan for freight hauling by 110 million ton-kilometers, while in the first half of 1949 the plan was exceeded by almost 200 million ton-kilometers. In 1950, the revenue of the system dropped by more than 5 million rubles, and expenditures exceeded the planned figures.

During the first half of 1950, the system dispatched 1,386 trains whose weight was not up to the weight norm, and thus lost a total of about 300,000 tons. With an average length of haul for the freight of 240 kilometers, the losses amounted to more than 70 million ton-kilometers.

If a little more attention had been given to better loading of cars, the system would not have lost a total of more than 2 million rubles during the half year. An increase of 2 percent in auxiliary locomotive operations cost the system 3 million rubles. The system paid 1.5 million rubles in fines for failure to deliver freight on time.

To all this must be added 2 million rubles spent above the plan for extra pay to traffic workers, and 1.5 million rubles in unproductive expenditures for delays, fines, and other items.

STEPS TAKEN AGAINST ORE FREEZING -- Moscow, Gudok, 20 Aug 50

The State Committee for the Introduction of Advanced Technology into the National Economy, of the Council of Ministers USSR, is planning in 1950-51 to undertake a series of measures to prevent ore from freezing during winter when being carried on the railroads. In the Metallurgical Plant imeni Kirov, Metallurgical Plant imeni Voroshilov, the "Zaporozhstal" Plant, and also in the Orsk-Khalilovo Combine, it has been decided to introduce special heaters for thawing ore. The Ministry of Transportation will run tests on the thawing of ore by steam in open-top cars.

HEAVY TRAFFIC ON RIGA SHORE LINE -- Riga, Sovetskaya Latviya, 20 Sep 50

In the 2 months that the electrified section of the Riga-Dubulti line has been in operation, electric trains have carried more than 900,000 passengers to the Riga seashore and back. At present, 23 pairs of trains are run on working days and 28 pairs on Sundays. During the winter, the number of cars in each train will be reduced to three, except in the morning, when the trains will consist of six cars.

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